

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY USSR (Lithuanian SSR)

REPORT NO. FD
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SUBJECT Liusbergis Radio Station near Kaunas

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1. Liusbergis radio station is on the landing field of a former German airdrome southwest of Kaunas, near the highway between Kaunas and Prienai. A rough trail branches off the lefthand side of the Kaunas-Prienai road, when one is coming from the direction of Kaunas, into marshy meadowland at an approximate distance of 23.5 km south of Kaunas. This trail, after crossing the lowland and a brook, reaches the area of the former airdrome after about 500 meters. On this more solid land the masts and the suitable buildings for a transmitting station were being constructed during the period from March 1946 to March 1948.
2. The area of this former German landing field is enclosed in a fence. Construction of the transmitting station was begun in the early part of 1946. Construction work proceeded rather slowly and had not long been completed at the time of the source's departure in March 1948. The source describes the work resources as extremely primitive. For example, the 120 antenna masts were erected only with the use of ropes; a wide variety of building material was used. The fact that cement and brick were not available in sufficient quantity meant that the construction had to be very simple. In the same manner, the foundations were dug with only pickaxe and shovel.
3. The area of the enclosed field is about 1.5 km x 2 km. Structural installations are scattered over the entire region. According to the statement of some foremen, the project should have been ready for use during the course of 1948.
4. A Soviet lieutenant-engineer is in charge of the use of all materials. On his uniform he wears yellow facings. He probably belongs to the frontier guard. German engineers were stationed there in larger number than brigadier generals, but of course they did not participate in the planning.
5. In addition to the rough trail mentioned in paragraph 1, there is also on the lefthand side of the highway a former supply house with barn, which is now being absorbed in the plan of the whole project.

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6. In a slight swing of the trail to the right (see attachment) are the clubhouse and the administration building, which measures about 35 m x 12 m and is level with the ground. Opposite the clubhouse on the righthand side of the trail is a small light control station, where the apparatus for lighting the entire complex is located.
7. Following the trail, one comes to some finished and some as yet unfinished dwelling units. The trail ends in front of the newly built transformer and control station, which apparently is to shelter the transmitting station as well. The two-storied, 60 m long building was still not furnished in March 1948. Directly behind it is a machine house, which also was waiting for its furnishings.
8. Turning back to the entrance and going back in the direction of PW camp no. 7195/4, one comes to a row of small buildings: food magazine, carpentry, and a new building the definition of which was unknown to the source. Scattered over a large region between the buildings at the entrance of the airfield and the transmitting station, about 120 antenna masts have been erected. These masts reach a height of about 30 m. and somewhat higher; they are made from peeled tree trunks and are clamped together with iron bands. They stand in concrete sockets which have been sunk in the earth because the region of the airfield is generally marshy. In order to give the necessary firmness around the masts, they have been braced with wire ropes which are fastened to braces and bundles of stakes which have been anchored into the ground. No additional antenna masts were built up to the time of the source's departure in March 1948.
9. From Kaunas to the transformer and control station, a high tension power line has been laid underground at a depth of about 80 cm. It runs through the area of the former airdrome along the righthand side of the trail to the control station. An above-ground power line from Kaunas supplies the region with the necessary lighting current. (See attachment.)
10. In the early part of 1946, 500 PWs were employed on the construction work; in 1947, the number of PWs working in Liusbergis decreased to about 300. At the time of the source's departure in March 1948, only about 80 PWs remained on the project. About 20 Soviet inspectors, technical force, and administrative personnel were there also. The work was almost entirely done in one shift, although the length of it was often very extended. Only 10 or 15 men have been used for night work from time to time for urgent reasons.

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